# THE PANIC OF 1873.

Important Repret of the Comptroller of the Currency.

WASHINGTON, Nov. 29, 1873. The report of the Comptroller of the Currency has the following with reference to the panic of

has the following with reference to the panic of.

1873:—

The monetary crisis of 1873 may be said to have had its beginning in New York city on September 3 by the failure of the Warelmane Security Company and of two house; which had left their regular business to embark in enterprises foreign thereto, which were followed on the 18th by the failure of a large firm of stock brokers. On the 18th and 19th two of the largest banking houses in the city, well known throughout the country, which were interested in the negotistions of large amounts of railroad securities, also failed, and on the 20th of the same month the failures of the Union Trust Company, the National Bank of the Commonwealth and three other well-known banking houses were amounced.

On the same day

THE NEW YORK STOCK EXCHANGE, for the first time in its experience, closed its doors, and they were not again opened for a period of 10 days, during which time legal tender notes commanded a premium over certified checks of from one-tourth of one per cent to three per cent. An active demand for deposits commenced on the 18th, and increased rapidly during the 19th and 20th, cheefly from country correspondents of the banks, and their drafts continued to such an extent, tabling back their deposits in a medium never belor a received, that the reserves of the banks were alarmingly reduced.

THE CALL LOANS,
amounting to more than \$50,000,000, upon which the banks relied to place themselves in lunds in such an emergency, were entirely unavailable, because the means of the borrowers wife, to a great extent, pledged with the panks relied to place themselves in lunds in such an emergency, were entirely unavailable, because the means of the borrowers wife, to a great extent, pledged with the family times could have been sold, out a the moment no market could be found, except at ruinous sacrifices. Bad there been a market the payments would have been made in checks upon the associated banks, which would not have added to the general supply of cash.

A meeting of the

co, a plan for facilitating the settlement of barances at the Clearing House was unanimously adopted.

THE SUSPENSION OF CURRENCY PAYMENTS followed, and was at first confined to banks of New York city, but afterwards extended to other large cities, because the New York banks could not respond to demands of their correspondents in those cities, and these in turn could not respond to the demands of their correspondents. The exchange on New York, which would otherwise have commanded a slight premium, was at a discount, and to a considerable extent unavailable. The suspension of the banks in other leading cities, almost without exception, therefore followed, and their partial or entire suspension continued for 40 days, until confidence was in a measure restored by

was in a measure restored by

THE RESUMPTION OF THE NEW YORK CITY BANKS
on the 1st day of November. Although predictions
had been made of the approach of a financia,
crisis there were no apprehensions of its immediate occurrence; on the contrary there were, in al-

crisis there were no apprehensions of its immediate occurrence; on the contrary there were, in almost every direction, evidences of prosperity. The marvest was nearly or quite complete, and the bins and granaries were juil to overflowing. The manufacturing and mining interests had also been prosperous during the year, and there was good promise that the fall trade, which had opened, would be as large as during previous years.

THE VALUE OF THE CEREALS.

potatoes, tobacco and hay for 1872 is estimated by the Department of Agriculture at \$1,524,335,000. It is supposed that the value of these products for the present year, a large portion of which was at this time ready for sale and awaiting supposed that the value of these products for the present year, a large portion of which was at this time ready for sale and awaiting supposed to market, will not vary materially from the above estimate of last year, year. An estimate, based upon the census returns of 1869, gives the probable aggregate value of marketable products of industry for that year as \$4,036,000,000 and a similar estimate, upon the same basis and upon the returns to the Agricultural Department, gives an increase of \$1,788,000,000 for 1873 over the amount for 1868.

Logic of FACIS.

It is not the province of the Comptroller to ex-

cautran Department, gives an increase of \$1,788,000,000 for 1873 over the amount for 1868.

It is not the province of the Comptroller to explain the causes which led to this suspension, in order to enter upon such an explanation it would be necessary to obtain comparative data for a series of years in reference to the imports sind exports, the products of industry, the issue of currency and of other evidences of debt, and, in fact, a general discussion of the political economy of the country. The immediate cause of the crisis is, however, more apparent. The money market had become overloaded with debt, the cost of railroad construction for the five years past being estimated to have been \$1,700,000,000, or \$340,000,000 annually, while debt, based upon about aimost every species of property—State, city, town, manuacturing corporations and mining companies—had been sold in the market. Such bonds and stock had been disposed of to a considerable extent in foreign markets, and as long as this continued the sale of similar securities was stimulated and additional amounts offered. We see the sales of

and other corporations which they have boiste up, and which have obtained quotations in Lone and other markets of the world, have now been duced to a more proper valuation or stricken from the last. Whether the Congress of the United States or the Legislature of the State of New York may not re-enact a law reviving similar restric-tions with great benefit to the true business inter-

ests of all parties is respectfully submitted.

CURE.

Many measures of reform are proposed in order that the lessons of the crisis may not be lost and others be led thereafter to commit similar errors.

Unity of action among the leading banks of the great clies will do nore to recommend the second or the great clies will do nore to recommend the second or the great clies will do nore to recommend the second or the great clies will do nore to recommend the second or the great clies will do nore to recommend the second or the great clies will do nore to recommend the second or the great clies will do not be recommended. great cities will do more to reform aguses than any Congressional enactment, for unless such corporations shall unlike aid insist upon legitimate methods of conducting business the laws of Congress in reference thereto will be likely soon to become in-operative, such enactments be observed in their true spirit by the for which the reserved in their true spirit by the for which the reserved in their perative, such enactments be observed in therefore, such enactments be observed in their true spirit by the few, while the many evade them, and thus invite a repetition of similar diasters.

If, however, the banks are disinclined to note for such a purpose, the legislation required of Congress will be such as will induce associations outside of the city of New York to retain in their vanits such funds as are not needed at the commercial centre for purposes of legitimate business.

BANK ENTIREMENT.

mate business.

BANK BETURNS.

The Compizolier, in order to obtain statistics of the condition of the banks during the late panic, as well as just previous to its commencement, issued a circular caling upon all the mational banks for reports on Occober 13, the day on which the banks of the city of New York had the smallest amount of legal tender notes during the time late crisis, and on November 1, the day on which the banks resumed currency payments, the results of which will be found in the appendix. The results of which will be found in the appendix. The results of which will be found in the appendix. The delivers of the control of the property is the whole amount of national bank currency, legal tender notes and fractional currency issued up to better 13 and November 1, 1873:—

October 13 and November 1,	1873:	
National bank currency	October 13, \$350,049,056 359,566,898 46,699,191	November 1, \$306,332,894 360,952,206 47,876,149
Totals.  Daduct amounts held by the Taeasury and by the banks	\$756,315,135	\$759,161,239
	116,496,997	123,140,727
Which will leave unaccounted for	630,815,138	\$631,020,512
after making due allowan		currency

held by State and savings banks, trust companies and private bankers.

These are larger amounts than can be supposed to have been in the pockets of men, or the tills of small dealers. but it may be let to the ingenious in such my Vers to disince what portion thereof was noarded by the times, the ignorant or the poyetons.

# PIRE AT PARKER'S LANDING, PA.

CIECINNATI, NOV. 29, 1873. A fire occurred at I arker's Landing last might. Twelve buildings were destroyed. The loss is

### WEATHER REPORT.

WAR DEPARTMENT, OFFICE OF THE CHIEF SIGNAL OFFICER WASHINGTON, NOV. 30—1 A. M. Probabilities.

FOR THE MIDBLE AND EASTERN STATES GENTLE

NORTHWESTERLY WINDS, COLD AND CLEAR WEATHER. For the lakes, and thence to the Ohio Valley, northeasterly winds, low but rising temperature and increasing cloudiness.

northeasteriy and southeasteriy winds, cloudy weather, possibly followed by snow and rain. For Kentucky and Tennessee northeasterly winds, rising temperature and increasing cloudi-

For the Southern States northeasterly to south easterly winds and partly cloudy weather. Reports are missing from the Southwest.

After the 10th inst. the display of cautionary signals will be suspended at the lake ports for the

The Weather in This City Yesterday. The following record will show the changes it the temperature for the past twenty-four hours in comparison with the corresponding day of last comparison with the corresponding day of last year, as indicated by the thermometer at Hudnut's Pharmacy, Herald Building:—

1872, 1873.

3 A M 33 25 3:30 P. M 27 34 6 A. M 25 27 6 P. M 23 31 9 A. M 26 30 9 P. M 19 29 12 M 27 34 12 P. M 17 28 Average temperature vesterday 29½ 

### ROBBERY OF FURS.

Curious Conduct of a Captain of Police. Pineus Seltis, of No. 320 Grand street, Williams burg, was arrested yesterday at his residence by Detective Keenan, of the Fourteenth precinct police. He was conducted to this city, temporarily locked up at the Thirteenth precinct station and subsequently arraigned at the Tombs Police Court. The Justice held him for examination in \$2,000 bail. Seltis is the second of his family who has been arrested for the same robbery. His brother, Raphael M. Seltis, who had been employed by Mr. G. S. Levy, of No. 42 Crosby street, was locked up on Monday last as being the principal in the theft. on Monday last as being the principal in the theft. He was employed by Mr. Levy, and, it is charged, had managed to convey all this property out of the establishment at odd times without the knowledge of the proprietors. Mr. Levy, noticing a serious loss in his stock, applied to Captain Clinchy, of the Pourteenth precinct. He detailed Detective Keenan to work up the case, and the latter soon discovered Seltis was the man. After arresting him the detective was in the act of searching his premises when the brother, Pineus, entered, Keenan induced him into conversation and from some words dropped suspected he was concerned in the robbery. When Pineus Seltis lett an officer was sent to watch him, and Keenan followed to Williamsburg. A Brooklyn policeman was requested to arrest him, and this done his house was searched. Property valued at \$2,000 was found and placed upon a wagon for transfer to New York. A sergeant attached to Captain Woglom's command suggested to the New York officers to stop at the station house on their way to the ferry. They complied; but, to their annoyance and that of the owner of the goods, Captain Woglom detained the property, under pretence that his officers were entitled to all the credit of the matter and anything else that could be got out of it. Superintendent Matsell was informed of the affair, and he waxed very wroth at the conduct of the Brooklyn Captain. The authorities there were made aware of all the circumstances, and they ordered the grasping Captain to discorge. He obeyed with a very bad grace last evening, and the goods were transierred to the keeping of the Fourteenth precinct police. They will be handed over to the owner on Monday. Such attempts to squeeze profit out of passing cases is most injurious to the ends of justice, and not unirequently deprives the people robbed of opportunities of recovering other property. Capta in Woglow is not likely to receive many courtesies at the hands of the New York police in the inture. He was employed by Mr. Levy, and, it is charged,

### THE NEW YORK POOR.

A committee of eminent gentlemen held a meetreceive a report of a committee appointed at a previous meeting to consider the best means of relieving the poor of the city during the extraordinary distress of the present winter. The report

panies—had been soin in the market. Such bounds extent in foreign markets, and as long as the continued the saie of similar securities was stimulated and additional amounts offered. Ween the saies of such securities could no longer be effected abroad the bonds of railroad and other enterprises of like nature which were in process of construction which were in process of the process of the

To the lonely and unfortunate young women of this great metropolis the coming winter brings with it dread, doubts and fears. Unable to procure employment, and without friends to apply to, their prospect is indeed a cheerless one. The more favored daughters of fortune have not been slow to appreciate this fact, and, in view of the threatened hardships upon their needy sisters, have decided to make an effort to enlist the public with them in relieving the wants of the poor girls and children of New York. An institution which has been struggling along for the last three years, known as the "Association for Beiriending Children and Young Girls," and which ciaims as its supporters some of the most honorable and charitable ladies in the city, proposes to open a fair, by means of which it hopes to obtain funds to relieve the wants of those who apply for aid and succor. The institution has been at Nos. 245 and 247 East Thirteenth street ever since its foundation, and the premises have been found ample for all demands made; but now, as labor decreases, the demands for admission and aid are on the increase, and something must be done to enable the officers of the institution to carry out their intentions on a larger scale than heretofore.

The fair above spoken of is to be opened at Republican Hall, corner of Broadway and Twentythird street, under the abspices of Mrs. Walter S. Storr, Mrs. George V. Hecker, Mrs. Dr. T. Addis Emmett and Miss Gilbert, the officers of the association. The tables of the fair are to be as rich as any ever seen in New York, the donations being numerous and elegant. To morrow the fair will be opened, and will be contained until December 15, from ten A. M. to eleven P. M. stitution which has been struggling along for the

# Fire in South Street.

A fire broke out last night in the five story brick building, No. 159 South street, that caused a damage of about \$10,000. The flames started in the age of about \$10,000. The names started in the vicinity of a furnace, and the contents of the building, boats and lumber, were destroyed. A. M. Ingersoil occupied the structure. It is the property of J. J. Ennis, of New Hampshire, and is valued at \$15,000. The amount of insurance on the property destroyed has not yet been ascertained. Fire Mafshal Ebeidon will investigate the matter on Monday.

Fire in Chambers Street. A fire was discovered last evening on the fourth floor of the fire story building No. 122 Chambers

street, occupied by August Silber, manufacturer of hoopskirts. Damage to stock about \$1,000. The second floor was occupied by H. A. Seaman & Brothers, bardware dealers; damage to stock, \$1,000. The first floor was occupied by Fniler & Brother, dealers in hardware; damage about \$800. The punding was damaged about \$500.

### BUSINESS AT THE SUB-TREASURY.

The following is a statement of the receipts and

lisbursements at the office of the United States

ending September 30, 1873:-On account of customs.... Gold notes... Internal revenue... | \$4,805,837 | \$5,209,100 | Internal revenue | 128,714 | Act June 8, 72, certificates | 9,070,000 | Post Office Department | 508,225 | Transfers | 10,457,289 | Patent fees | 752 | Miscellaneaue | 752 | Miscellaneaue | 752 | 152 | 152 | 152 | 152 | 153 | 153 | 154 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 | 155 Interest accounts, viz.:-| Total | Payments | \$28,258,399 | Treasury drafts | \$28,258,399 | 269,254 | Disbursing accounts | 16,658,862 | Assay Office | 3,451,975 | interest accounts, viz. | 3,707,511 In com...... 3,707,511 52,346,002 \$62,769,931 Balance
Balance to Cr. Treasurer U. S. \$50,411,874
Do, to disbursing accounts. 10,131,591
Do, to Assay Office. 2,107,066
Do, to interest accounts, viz.:
In coin. 59,468

Receipts for customs in November, 1872.. Receipts for customs in November, 1873. \$7,747,001 5,958,287 Decrease, November, 1873...... \$1,788,713

### ASSAY OFFICE MONTHLY REPORT.

The details of the business done at the United States Assay Office in New York for the month ending November 29, 1873, are as follows:-

Deposits of silver, including purchases— Jewellers' bars.... United States bullion (contained in goid).
United States bullion (redeposits).
United States bullion (Lake Superior).
United States bullion (Nebraska).
United States bullion (Nebraska).
United States bullion (Montana).
United States bullion (Utah).
United States bullion (Utah).
United States bullion (ldaho).
United States bullion (New Mexico)... Total.....\$614,000 
 Total deposits
 \$3,042,000

 Amount payable in bars
 \$649,000

 Amount payable in coin
 2,500,000
 Total.....\$5,605,143 Transmitted to United States Mint, Phila-delphia, for comage (gold) \$318,724 Transmitted to United States Mint, Phila-delphia, for comage (silver) 502,348

SHIPPING NEWS

OCEAN STEAMSHIPS. DATES OF DEPARTURE FROM NEW YORK FOR THE

Steamer.	Sails.		Steamer.   Sails.		Steamer.   Sails,   Destination.		Destination.	Office.	
Abvesinia	Dec.	3	Liverpool	4 Bowling Green					
Nevada	Dec.		Liverpool.	2 Broadway.					
Olympia	Dec.		Glasgow	7 Bowling Green					
Bremen	Dec.		Bremen	2 Bowling Green					
Frisha	Dec.	4.0		61 Broadway					
Oceanic	Dec.		Liverpool	19 Brondway.					
City of Montreal			Laverbool	lb Broad way					
Egypt	Dec.		Liverpooi	69 Broadway.					
Marathon	Dec.		Liverpool	4 Bowling Green					
Dentschland	Dec.		Bremen	2 Bowling Green					
Victoria	Dec.		Giasgow	7 Bowling Greet					
Goethe	Dec.		bamburg.	1113 Broadway.					
Algeria		10	Liverpoot	4 Bowling Green					
Manhattan			Laverpool	29 Broadway					
Maccdonia	Dec.		- Instow	7 Sowling Greet					
Cny of London		11.	Liverpool	15 Broadway.					
Westphana			Hamburg.	of Broadway					
Republic			Liverpool	19 Broadway					
Greece	Dec.			69 Broad way.					
Virginia	Dec.		Glasgow						
Percire	Dec.	13.	Havre	58 Broadway.					
Deren	Dec	19	Broman	2 Rowling Genat					

' Almanac for New York-This Day.

### PORT OF NEW YORK, NOV. 29, 1873. CLEARED.

Steamshin City of Brooklyn (Br). Murray, Liverpool via Queenstown—John G Dale. Steamship Celitic (Br., Thompson, Liverpool via Queensown—H yde Sparks.
Steamship Main (Ger), Oterendorp, Bremen via Southinpton—Oerlichs & Co.
Steamship Rotterdam (Dutch), Hues, Rotterdam—
unch, Edye & Co.
Steamship St Laureut (Fr), Lachesne, Havre—Geo Mac-

imship Corinth (Br), Ecker, Port an Prince, &c-Pim, Forwood & Co.
Steamship Vicksburg, Rudolbh, Port au Prince, &cNew York and West India Steamship Cr.
Steamship Cleopatra, Manken, Havana, &c-F Alexandre, & Son. of a Sons.
Steamship Perit, Ellis, Hamilton (Bermuda)—Lunt

os. Steamship City of Waco (new), Bolger, Galveston i Kev West-C il Mallory & Co. Steamship Sherman, Halsey, New Orleans-Frederic Steamship Sherman, Halsey, New Orleans—Frederic Baker. Steamship New Orleans, Clapp, New Orleans—Clark & Seaman. Steamship Huntaville, Crowell, Savannah—Robt Lowden. Steamsbip San Jacinto, Carpenter, Savannab-W R Garrison. Garrison.
Steamship Charleston, Berry, Charleston—J W Quin-tard & Co
Steamship Benefactor, Jones, Norfolk—Lorillard Steamsteamship Co. Steamship John Gibson, Winters, Georgetown, DC—J C

Steamship Fanita Dosne, Philadelphia-Lorillari teamship Co. teamship Co. Steamship Gen Whitney, Hallett, Boston. Ship John Harvey, Brown, Liverpool—Chas L Wright Co. Ship Strathearn (Br), Jarman, Liverpool-Henderson os. Ship El Capitan, Lincoln, Lendon-James W Elwell &

Co.
Ship John Bertram (Br), Rod. London-Funch, Edye 4 Co.
Ship Lisbon, Dunning, Antwerp—Funch, Edye & Co.
Ship Quebec (Br), Smith, Antwerp—Snow & Burgess,
Bark Po (Ital), Schaiffin, London—John C Seager,
Bark L M Vigus (Br), Vigus, Bristol, E—E E Morgan's

Sons.

Bark Papa De Rossi (Ital), De Rossi, Glasgow—A P
Agresta.

Bark nna (Nor), Wingaard, Cork—Funch, Edye & Co.
Bark Hildegaard (Nor), Morch, Dublin—Funch, Edye & Go. Co.

Bark Mercator (Nor), Wuck, Queenstown for orders—
Tetens & Bockmann.
Bark Norma (Ger), Haesloop, Bremen—Herman Koop Co. Bark Eleizer (Nor). Jorgensen, Bremen-Funch, Edye

Bark Stella (Br), Lockhart, Antwerp-D R De Wolf & Co. Bark Brittania (Nor), Gronwo'dt, Antwerp-Funch, Edve & Co. Edye & Co.

Bark Rhea (Ger), Weitsermann, Hamburg-Punch,
Edye & Co.

Bark Teresa (Br), Wallace, Clenfuegos and Trinidad—
J & G Fowler.

Bark Gertinde, Brooks, Portland—Jas E Ward & Co.
Brig C G Van Hora (br), Hooker, Liverpool—Enow & Rhea (Ger), Weitsermann, Hamburg-Funch,

urgess.
Brig Mattano, Connauten, Liverpool-Brett, Son & Co.
Brig Glencanie (Br), Jeakins, Exeter-G F finites,
Brig Bo (Br), McDonald, Exeter-H J De Wolf & Co.
Brig Juliano Gonzales (SD), Lauro, Santander-R Pat-Hrig Juliano Gonzales (8D), Lauro, Santander—R Pat-rick & Co. Brig Fearless (Br), Wheaton, Ancona—Fabbri & Chaun-Brig Fearless (Br), Wheaton, Ancona—Fabbri & Chaun-

Brig Glpsey (Dan), Jayne, Pernambuco—A Abbot. Brig Perces Hinckley, Small, Falmouth—A B Solor & Co. Bris Portia (8r), Harvey, St Johns, NF-Bowring & Brig J Leighton, Leighton, Jacksonville-II W Loud & o. Schr James M Riley, Boynton, Havre-Brett, Son &

Co.
Schr Georgetta Lawrence, Robertson, Beyrout-Evans,
Ball & Co.
Schr Hattie L Curtis, Mann, Cape Haytien-Brett, Son Co. Schr Matilda (Br), Wilson, Tampico—J W Wilson & Co. Schr Vernal, Cook, Tuxpan—L Branders & Co. Schr Edw Burnett, Taylor, Para—L & Amsinck & Co. Schr H H Seavey, Lee, Noevitas—E Sanchez y Doiz, schr D W Saunders, Miller, Ponce, &c.—J II Winchester

Schr Saarbruck, Clark, Pensaco'a and Key West-Ben ner & Pinckney. chr J W Maitland, Lawrence, Jacksonville-Warren Ray: Schr Mollie, Atherton, Wilmington, NC-Middleton & Schr M L Wedmore, Terry, Washington, NC-Zophar

(i))s. Sehr A Highes, Wicks, Georgatown, DC—A Abbot, Sehr Thos Hix, Lurvey, East Boston—J B Haviland. Sehr Belle Brown, Nash, Boston—H P Brown A Co. Sehr Bay State, Charlesiek, Boston via Salem—Charles Schr Atlantic, Baxter, New Bedford. Schr Blackstone, Nixon, Providence—II W Jackson & Co. Schr Hattle Chevalier, Joyce, New Haven-Rackett & Sloop I J Blauveit, McVay. New Haven-Rackett &

# ARRIVALS.

REPORTED BY THE RERALD STEAM VACHTS AND HERALD WHITESTONE TELEGRAPH LINES.

Steamship Line (Br.), Drakeford, Liverpool Nov 11, aleak, which increased to such an excent that notwith-

mdse to Pim, Ferwood & Co. Since passing lon of 63 has had constant gales from SW to NW; Nov 15, lat 47 14, lon 23 99, spoke bark Admete (Nor), hence for Hamburg, and supplied her with provisions and received from her Capt Sietzen and 16 others comprising the crew of ship Richard Robinson, hence Oct 22 for Liverpool, which vessel was abandoned in lat 4, lon 64. (The R R was towed into Halifax 7th inst by steamship Abysdina.) Steamship Donau (Ger), Neynaber, Bremen Nov 15 and Southampton 18th, with mdse and 350 passengers to Octrich & Co. Steamship Berulator, Martin, Wilmington, NC, with mdse and passengers to J Lorillard.

Bark Antares (Ger), Albrecht, Liverpool, 56 days, in ballast, to French Edge & Co.
Bark Victoria (Nor), Jacobsen, Galway, 35 days in ballast, to Tetens & Bockmann; is anchored at Sandy Hook for orders.

Bark Tencook (of Yarmouth, N. S), Durkee, Bremen, 45 days, in ballast, to Boyd & Hincken, is anchored at Sandy Hook for orders.

Bark Tencook (of Yarmouth, N. S), Durkee, Bremen, 45 days, in ballast, to Boyd & Hincken, is anchored at Sandy Hook for orders.

Bark Tencook (of Yarmouth, N. S), Burkee, Bremen, 45 days, in ballast, to Boyd & Hincken, is anchored at Sandy Hook for orders.

Bark Theodor Voss (Ger), Galle, Hamburg 66 days, with

ballast, to French Edge & Co.

Bark Victoria (Nor), Jacobsen, Galway, 35 days in ballast, to Tetena & Bockmann; is anchored at Sandy Hook for orders.

Bark Tencook (of Yarmouth, N. St., Durkee, Bremen, 45 days, in ballast, to Boyd & Hincken, is anchored at Sandy Hook for orders.

Mes to I Tobins & Co.

Bark Udsire (Nor), Berentsen, Marseilles 64 days, with solphin to order, Passed Gibrailar Oct 6.

Bark Conio (Aus), Tomarich, Girgenti 61 days, with solphin to order, Passed Gibrailar (Oct 6.

Bark Conio (Aus), Tomarich, Girgenti 61 days, with solphin to order, Passed Io Steolovich & Co.

Bark Colia of Ballass, With plaster to JF Whitney & Co. vossel to Ragle, Blakesley & Smith. Nov 15, had a heavy gale from SE to SW, in which sprung fore and main upper topsail yards and lost stand split sails.

Brig Drago G (Aus), Widich, Cork 45 days, in ballast to Slocovich & Co.

Brig Lili (Ger), Mencke (late Albers), Rio Grande Só days, with hides, &c. to Frances Morani, vessel to order. School, Widich, Cork 45 days, in ballast to Slocovich & Co.

Brig Lili (Ger), Mencke (late Albers), Rio Grande Só days, with hides, &c. to Frances Morani, vessel or order. A Albers, a native of Germany, aged 63 years, died of diarrhes, and was buried at sea.

Brig Iza tof Portland), Falkenstein, Alligatof Bay, Ja. Zo days, with logs wood, &c. to A H Solomon & Co.; vessel to Jan. Brig Wesser (Ger), Warns, St Johns, PR, 17 days, with saft and the sea of the sea

BOUND SOUTH.

Schr C P Garrish, Armstrong, Hillsboro, NS, via Portland for New York, with plaster to Jed Frye & Co. Schr Alzema, Flummer, Fort Caledonia, CB, for New York, 3d days, with coal to Brett. Son & Co. Schr Lucia A Van Brunt, Tooker, New Haven for Schr Marietta, Tilton. Boston for Philadelphia. Schr Warietta, Tilton. Boston for Philadelphia. Schr W M Everett, Packer, Rockport for New York, Schr Marietta, Inton.
Schr W M Bverett, Packer, Rockport
Schr W M Bverett, Packer, Rockport
Schr Elvie Davis, Corson, Boston for New York.
Schr Maud Melloch, Norwood, Calais for New York,
with tumber to Chase, Talbot & Co.
Schr B F Woolsey, Tyrreit, Fall River for New York.
Schr Daniel Russell, Hawley Hartford for New York.
Schr Addie Sawyer, Sawyer, Providence for New
York.

Gescham, Graham, Boston for Philadelphia. Schr Mary B Reeves, Maloney, Calais for New York, Schr Aid, Steelman, Wickford for Philadelphia. Schr Sargent L Day, Day, Belfast for Newark, with layes to order. es to order. In D Kahn, Carroll, Middletown for New York, hr Win Bice, Pressey. Rockland for New York, with to Candee & Pressey. hr J J Lindsey, Brett, Rockland for New York, with me to order. Schr Lazzie D Small, Rice, Danversport for Philadelphia.
Schr Thomas Jefferson, Bioxam, Stamford for New-York.
Schr Mariner, Rich, Greenwich for New York, with Schne to order.

amship Wamsutta, Pisn, New York for New Bedford, g Crescent (Br), Faulkner, New York for St John,

R.
Schr T P Abell. Hardy, Hoboken for Providence.
Schr J C Nach. Crowley, New York for Boston.
Schr Jason. Spraue, New York for Portland.
Schr Willie Martin, Cook, Philadelphia for Boston.
Schr Willie Martin, Cook, Philadelphia for Boston.
Schr Boston, Nickerson. New York for Boston.
Schr Sarah Babcock, Babcock, Elizabethport for New

schr Sarah Baucock, Baucock, Elizabethport for New Haven.

schr Fannie Hazard, Brewster, New York for Hartford.

Schr N H Skinner, Skinner, Philadelphia for Taunton.

Schr Jeddie, Turner, Richmond for Providence.

Schr Aipine, Pratt, New York for Portland.

Schr Scud, Martin. New York for Boston.

Schr Zachary Taylor, Hill, New York for New Haven.

Schr Sterling, Balls, New York for Bridgeport.

Schr He Ely, Stokes, New York for New Haven.

Schr Amelia (Br), Smith, New York for Sackville, NB.

Schr Velocity, Brown, New York for Newich.

Steamer Albatross, Davis. New York for Fail River.

HERALD TELEGRAPH STATION, 3 WHITESTONE, NOV 29, 1873. The following table shows the number of vessels which

passed into station during the	
Steamships	Brigs
Barks 1	Schooners 1
Total	
GUTWARE	BOUND.
Steamships	Schooners2
Total	2

# SAILED.

Steamships Celtic (Br), for liverpool; City of Brocklyn (Br), do: City of Limerick (Br), do; Samaria (Br),
do; Canada (Br), do; Australia (Br), Glasgow; Pennsylvania (Br), do; Main (Ger), Bremen; Rotterdam (Dutch),
Rotterdam; St Laurent (Fr), Havre: Aragon (Br), Bristol: Cleopatra, Havana, Ac: Perit, Bermuda; Yucksburg,
Port au Prince: City of Waco, Galveston via Key West;
Sherman, New Orleans; New Orleans, do; Huntsville,
Savannah; San Jacinto, do; Charleston, Charleston; Old Dominion. Richmond, &c; John Gibson, Georgetown; Benefactor, Norfolk; Fanette,
Philadelphia; Zodiac, Morehead City, NC; barks
Mina (Itall, Queenstown; Mary Knowlton, Port au
Prince: Monte Jabor (Ital), Cork; Bessle Parke (Br),
Groun Belfast), Norfolk; Nilo (Ital), Cork or Falmouth;
Evaneli, Bristol: Vittoria (Ital), do; brigs Nautilius,
Montevideo or Buenos Ayres; Lydia H Cole, Matanzas;
Adlurans (Nor, Salonica; Cascatelle, Havana; Mayfield
(Br), Dublin; Daniel Trowbridge, St Pierre, Pfora (Ger),
Rio Grande; schrs of W Rottes, Point—Pirre; Helen G
King, St Kitts; Jensle M Murphy, do; My Rover, Charleston.

# Shipping Notes.

The docking business continues extremely dull. Steamship New Orleans, 1440 tons, of the Cromwell line, has been on the mammoth sectional dock foot of Rutgers street, to adjust new wheel and paint bottom. Bark Ilva (Br), 263 tons, has been on the small sec-tronal dock adjoining, to patch metal, and schr Cora Etta, 230 tons, of Thomaston, Me, followed, to paint bot

Steamship Sperman, 973 tons, of the New Orleans line has been on the Clinton street sectional dock, to paint

teamship line, was lowered from the large balance dock toot of Pike street on Thursday, after painting bottom, and bark Pactolus (Br), 556 tons, is now on, to patch metal and repair stem.

Brig Joseph Clark, 336 tons, of Waldoboro, Me, is on the smaller balance dock adjoining, receiving a suit of yel-

low metal sheathing. The entries at the screw docks foot of Market street

nave been:-On the large dock, schr Peter Mitchell, 100 tons, to paint; brigs Chance (Br), 133 tons, to strip, calk and remetal, and Nile (Br), 160 tons, to patch metal; schr John Griffiths, 198 tons, for examination. On the middle dock, propeller W E Gladuish, for new shaft and bearing; selir Souvenir (Br), 190 tons, to paint bottom, and pilot boat Fannie, to clean and for examination. Pilot hoat Washington has been on the small dock to patch copper and adjust rudder braces. The Neptune line steamer Galatea still remains in one

of the Eric Basin dry docks undergoing extensive re-pairs and the steamship St Laurent (Fr), 3150 tons, has been in the other for slight repairs.

Messrs P J O'Connell & Co have had on their Eric Basin scettional docks, schrs Adefelitia, H M Waite, Maria

Adelaide, and Traveller, all for calking, painting and

foot of Gouverneur street, bark Zuireidenheit (Ger.) 385 tons, to calk and coal tar; tugboat Egbert Meyers to calk and copper, and schr James Walsh, to calk and

Newport, RI, Nov 29, 1873.
Arrived, sohr Thomas Potter, Handy, from Marion, with a cargo of wood, bound to New York, leaking.

with a cargo of wood, bound to New York, leaking.

Marine Diasaters.

Shir Richard Rohnson—Capt Steison, of ship Richard Rebinson, which left this port Oct 24 for Liverpool (and was subsequently picked up at sea abandoned by steamship Abyssinia, and towed into Halifax on the 7th institution of the coloring statement relating to the abandon ment of his vessel:—Oct 27, encountered a violent gale

standing the exertions of the entire crew, they were unable to keep her free; the pumps were kept going continually until the morning of the "9th, when in lat 40 tion 64, all nands were taken off by the Norwegian bark Admete, from New York for Hamburg, where we realined until the bth inst, and were then transferred to the steamship Etna, Capt Drakeford, and brought to this port. Capt Stetson states that when he left the ship she had about six feet of water in the hold.

BARE LOIRS—Capt Morrison, of the ship Gen McClellan, from San Francisco, which arrived at this port 28th inst. makes the following report in relation to the abandon-ment of the bark Loire (Fr), Croix, from Bordeaux for Callao:—At 1 PM, Sept 16, in lat 36 40 8, lon 70 30 W, Cape Horn bearing ENR, distant 115 miles, we came up to the Prench bark Loire, having her ensign half-mast and knotted in the middle; some of her sails were blown French bark Loire, having her ensign half-mast and knotted in the middle; some of her sails were blown away and the remainder furled; her foretopmast staysail streamed in shreds from the stays; the foreyard, unscrewed by a brace, swung to and fro with the vessel's motion; her midship house, foretopgaliantmast and mizzentopmast were gone and all the stanchions and bailworks on the ore one and all the stanchions and bailworks on the fore including the waterways, from the mizzen to the fore including the waterways, and a few men were working feebly at the pumps. She was running before the wind under lower maintopsail, wind fresh at WSW, with rain squalls and an irregular ress sea. We asked if they needed assistance and were answered that they wished us to accompany them to staten Island, a distance of 220 miles. We asked if they wanted to abandon the vessel and were answered "No." We then proceeded on our way, when they becknode us back and pointed to an only boat laying bottom up. We immediately rounded to and launched a life-boat, manned by Mr. Chase, first officer, and four men, and went to their assistance. The wreck was so unmanageable and rolled so heavily that it was exceedingly daugerous to approach her except under the stern, and then with much caution and at a prudent distance. From this point we took them off as many at a time as the boat would safety carry. Some it was necessary to lower in the boat; others endeavoring to get in themselves fell overboard and were afterwards picked up nearly drowned. The principal difficulty was in getting them on board on account of the sea and their helplessness. By wearing ship we found it smoother and so hauled the helpless ones up with ropes. When on board some could earred walk, and one, an East Indian, could not stand, while their swollen, bleeding and excoriated hands and test stelly rold their the of surfering. Nine days after, the East Indian, named Vingatarauin, died of fever in lat 42 198, lon 37 42 W.

Ship Jacker, (Br), at San Francisco Nov 21 from New-castle, NSW, reports:—Oct 4, Chas Ellerton (seaman) died of locklaw, he was a native of New Orleans; was buried at sea. Ship La Gloing (Br), from Philadelphia for Antwerp, before reported ashore off Wilmington (Del) Creek, got off 26th and proceeded.

for \$19,800.

BARR VETRAN, Catheart, at Somerset 27th from New York, split sails, &c., during the passage.

BARR AURELIA (Br.), Brooks, from Baltimore for Queenstown, before reported at Fortress Monroe leaking, has returned to Baltimore for repairs.

Warks gone.

BARR TONSURGHUS (Nor), from Havana for Falmouth,
before reported at Key West in distress, had reloaded
about one-half her cargo Nov 22, and would be ready for
sea last of the month.

Cardenas for New York.

Brig Almon Rowell, from Cardenas for New York, which put into Key West Nov 6, had hauled up to the rail-road wharf on the 24th, preparatory to being taken out for repairs BRIG ANGELIA, Bray, which arrived at Halifax Nov 24 from New York, had her stern smashed and boat destroyed by knocking against the wharf during a gale on the same night.

BRIG MAGGIE CUMMINS (Br), from Prince Edward Island for Shediac, to load deals, went ashore one mile from Point du Chene during a storm night of Nov 24. She has been condemned, and was to be sold 28th.

SCHR WHITE WING, Williams, from Navassa, supposed for United States, was off Nassau Nov 24, deeply laden guanior).

Schr Ann & Susan, Fodger, from Guantanamo for New York, which was taken into Nassau Oct II by wreckers, was condemned prior to Nov 21, and her cargo of surgar forwarded in schr Idabella (279 tons), Fisher, which left Nassau Nov 21.

Nassau Nov 21.

Schr L 8 Davis, Sterling, which arrived at Charleston 28th inst, 27 days out from New York, had bad weather on the passage, and lost mainsail, part of forerigging, and received other triffins damage.

Schr R Angelina (Br), which was blown ashore in the October hurricane, and subsequently sold, has been got off, taken into Key West and refitted, and was ready for sea Nov 24.

SCHE PARAMOUNT, Howes, from Stonlegton for Dennisport, at Newport 26th inst, split mainsail badly in going into port by getting afoul of sohr J P Ross' jibboom.

SCHE NORTHERN LIGHT (of Machias), from Havana for Savannah, put into St Helena SC, Nov 23, with damage to spars, &c. (The N L arrived at Savannah 28th).

SCHE GEO TAULANE, from Philadelphia for Boston, is ashore on Bulkhead Bar. No particulars.

SCHE CROTON, from Calais for New Haven, with lumber, is reported ashore on Faulkner's Island.

Asche, reported as an overer boat, was sunk off New-A sche, reported as an oyster boat, was sunk off New-astle, Del, Nov 28.

CASTIG. Del. NOV 28.

STAMMER MISSING—The steamer Picton, Captain Jack, STRAMMER MISSING—The steamer Picton, Captain Jack, STAMMER MISSING—The Steamer Picton: she should have been there in 5 days. She is a wooden vessel of 5.0 tons and worth \$50,000. The Picton is loaded with flour and has a crew of 25 Canadians. and has a crew of 22 Canadians.

Eastront, Nov 26—Schr Jeff Davis, of Deer Is'and, NB, lying in Flagg's Cove, Grand Menan, had to cut away both of her masts in the gale of 17th inst.

Schr Forest, of Granville, NS, reports that in the gale of 17th, had dooks swept, losing deck load and ounter rail, boat and davits, also broke foregaff, losing dyingib, vessei making water iast. Was obliged to run before the wind, arriving at this port the 24th inst.

vessel making water tast. Was obliged to run before the wind, arriving at this port the 24th inst.

Halipax, NS, Nov 19—The Scotch bark Escape, from Glasgow, bound to New York, with coal, went ashore Thursday night on Western Head, near Lockport, NS, and will be a total wreck. The erew were saved.

The schooner Star of the Sea, recently abandoned at sea, on a voyage from Bay Chale ur to Boston, and taken into Musquadaboit, was towed up to this port Thursday night by the tug A C White.

The soft Snow-Squall, from Halifax for Margaree, C B, is ashore at the latter port.

The bris Schastopol, with coal from Pictou for Yarmouth, which struck the ledges in Lobster Bay during the storm of Monday, floated of shortly afterward and sank in ten feet of water, low tide. The crew took to the boats and landed at Sabinea.

The American brig Henry Perkins, Whelpley, at this port from St Johns, NF, reports that she had her deck swept, her bulwarks and galley stove in and received other damage during the gale Monday night.

Key Wess, Nov 22—The Spanish steamer Minerva, reported being blows on the banks in the latter and the received other damage during the gale Monday night.

Kennerumeror. Nov 27—Schrs Water Witch, Ames, and Lizzie Guptill, Snow, from Boston for Bockland, were driven ashore on Folly and Green Islands respectively at Cape Porpoise harbor, in the gale of 17th inst. Notwithstanding the subsequent storms and severe cold, they have been righted and successfully launched, the Water Witch with cargo in, on 221, and the Lizzie Guptill aster discharging, on the 26th.

# Miscellaneous.

Miscellaneous.

Bark Sacramento, 173 tons, built at Camden, Me, in 1849, now at this port, has been soid to go under the British flag at a price understood to be not far from \$5,000, Will load napitha for Liverpool,

Card of Thanks—To the Editor of the Herald—On the 18th day of Nov the schr Florence V Turner, of which I was master, was thrown on her beam ends diring a heavy gaie, and for five hours the sea made a clean breach over the vessel, killing three of the crew from exhaustion, and myself and wife were in terrible peril, when the gallant keeper of the Eaton's Neck Light Station, obtaining a volunteer crew, launched a liteboat and rescued us. To these men, who so unselfishly risked their lives to save those of strangers, I desire to render my most sincere thanks and heartfelt gratitude. They are shown that the keeper M. John Sopechard and Mr. David Abby, of Eaton's Neck.

New York, Nov 29, 1873. GEDGEE E GRAVES,

Spoken. Bark Sadowa (Br), Oltmann, from Philadelphia for Breinen, Nov 10, off Texel. Schr Jessie Elizabeth, from Charleston for Philadel-phia, Nov 27, off Body Island.

# OUR CABLE SHIPPING NEWS.

TELEGRAM TO THE NEW YORK HERALD. Movements of Vessels from and for the United States.

LONDON, NOV 29, 1873. VESSELS ARRIVED. Arrived at Liverpool Nov 29, bark Home (Br), Valentine, from Pensacola.

Arrived at London Nov 29, ship E W Stetson, Moore,

from New York; bark L H De Vebber (Br), Wright, from Philadelphia. Arrived at Southampton Nov 29, steamship Frankfurt (Ger), Bulow, from New Orleans via Havana for Bre-

(Br), Martyn, from New York for Liverpool (and pro Birkeland, from New York; Cato (Nor), Anderson, from do: Quattro Fratelli (Ital), Russo, from do; Concordia (Nor), Johannesen, from do; Oblio (Ital), Maggiolo, from

Philadelphia. from New York; E H Duvall (Br), Rogers, from do. Arrived at Hamburg, bark Maggie Chapman (Br), O'Neill, from New York.

Arrived at Havre, barks Caroline (Nor), Bugge, from New York; Osterna (Nor), Larsen, from do; Autocrat (Br), Healy, from Charleston; Ada (Br), Rosen, from Arrived at Dunkirk, bark Helvetin (Nor), Engelbreth-

en, from New York.

Arrived at Cadlz, bark Caribou, Kenney, from New Arrived at Trieste, bark Richard Pearse (Br), Bartoby,

from New York.

Arrived at — barks H L Routh, Martin, from New Orleans via New York thefore reported arrived at Genoa 23d; Bygdo (Nor), Christiansen, from New York thefore reported arrived at Queenstown 14th); Heiga, from United

Sailed from Liverpool Nov 29, steamships Russia (Br), Cook, for New York; St Louis (Br), Edmondson, for New Sailed from Cardiff Nov 29, steamsnip Prince Edward

Sailed from Cardin Nov 28, steamship Holland (Br), Sailed from Havre Nov 29, steamship Holland (Br), Bragg drom London), for New York.
Sailed from Marseilles, bark Noe (Ital), Cacace, for

New Orleans.
Sailed from Messina, bark Surprise, Hoyt, for United

Nov 13-Cleared, bark Annie (Br), Lock GRAND TURK, TI, Nov 13-In port schr L P Simmons, for

GRAND TURS, II, Nov 13—In port schr L P Simmons, for St Domingo next day.

HAVANA. Nov 25—Sailed, steamship Juniata, Catharine (from New Orleans), Liverpool.

HAILAN, Nov 29—Arrived, steamship Caspian (Br), Liverpool via St Johns. NF, for Baltimore.

NEWGASTLE, NSW, Sept 14—Sailed, ship Mary Plundell (Br), San Francisco: bark Columbia, Mayhew, do.

NASSAE, NP, Nov 24—Off, schr White Wing, from Nassau for United States, supposed in distress.

Sr John, NB, Nov 25—Cleared, schr Monsita (Br), Lent, Ciennegos.

ALEXANDRIA, Nov 28-Arrived, schr C S Hart, Provi-

Satied—Schr Ella H Barnes, New Haven. BOSTON, Nov 28—Arrived, bark Adele (Dom), Bradoz. Ort Caledonia, CR Sailed—Schr Ella H Barnes, New Haven.
BOSTON, Nov 28—Arrived, bark Adele (Dom), Bradoz,
Port Caledosla. CB.
Cleared—Schr Gen Sheridan, Stewart, Quincy, to load
for New York.
Sailed—Steamship Lord Clive (Br), Liverpool via New
York: barks Diana, and Zephyrine: brig Sabina.
29th—Arrived steamship Achilles, Colburn, Philadelphia; bark Tatay, Morse, Buenos Ayres; brig Reguator
(Aor), Hansen, Rio Janeiro.
Cleared—Steamships Worcester, Snow, Savannah;
Mercedita, Marshman, Charleston; Roman, Crowell,
Philadelphia; Glau us, Bearse, New York; barks Inverdrine (Br), Peter, London; Pearl, Ryder, Emyran via
New York; brig Nellie Hastings, Hall, New York; schrsFrank E Dow, Baltimore; Julia A Rich, Gloucester, to
load for New York.
BALTMORE, Nov 29—Arrived, schr Emma H Drummond, Higgms, Bangor, Below—Ship Dagmar (Russ),
Colstrom, from Gloucester, E; bark Henry Knight, Gil
key, from Havana; brigs Alfred, Donnet, from Montevideo; Nereus (Br), Kerr, from St. Thomas,
Cleared—Steamships America, Billups, Savannah;
Fannie Cadwallader, Foster, New York; McClellan,
March, Providence via Norfolk; brigs St Glements aDan,
Schmidt, Penarth Roads tor orders; Slava O., (Aust),
Chersanag, Queenstown or Falmouth for orders; schrsTampico, Bonhoft, Rio Grande; Lottle, Somera, Fall
River.
Sailed—Shrip Reynard, Bremen; barks Speranza,
Queenstown; Luz, Penarth Roads; Minerva, Belfast.
BRUNSWICK, Ga, Nov 22—Arrived, schrs H A De Witt,
Manson, Charleston, to load for Port Jefferson.
2th—Arrived, bark Golden West (Br), Crocker, Pernandina, to load for Montevideo.
In p. rt 24th, schr Airuna, Mitchell, for Canary Islands,
Ide.
Sailed—Schrs Wittney-Long, Hayes, New York; Hen-Suitz, Liverpool.
Smitz, Liver OALAIS, Nov 25—Cleared, schr Ringdove, Swain, New York,
DARIEN, Ga, Nov 24—Arrived, bark Lothair (Rr), Ferris, Beifast; brig Itaua (Br), Smith, Maryport; ship Scotia (Br), Parks, Liverpool; 28th, barks Eliza Young (Br), Perrit, Barew, Troinat (Sr), Fergusen, Bridess, New York; 25th, bark Canada Belle (Br), Thield, Liverpool; 10 port—Ship Hermit (Br), Shields; barks Thorwaldsen, Nor, Menders; Rosalie, Willis, Anne ollomen (Nor), Andreasen: Howard (Br), O'Neil, and Panama (Br), Gillen; and the above civals all for Junied Kingdom, Identify and the Analysis of Control of the Control of th GEORGETOWN, S.C. NOV 24-AFRIVED, SCHT GERMINS, Guptill, Bosión. Cleared 18th, schr Helen J Holway, Thompson, Balti-more: 21st, brig M E Dana, O'Neil, Point-a-Pitre; schrs Moses Patten, Clement, Ponce, PR; Ridgewood, Johnson, New York. GEORGETOWN, DC, Nov 26-Arrived, schr Henry Adelbert, Megathim, Boston. KEY WEST, Nov 13-Arrived, schr S S Lee. Brown, Matapasa. sailed-Steaming Captain Sam (from Philadelphia),

Salied—Steaming Captain Sam (from Philadelphia), Pensscola.
In port 24th, barks Tonsburghuns (Nor), from Hawana for Falmouth, E. reidg: Nautilus (Sr.), from Truxillo for Londout, discharged; sehr Carrie, Allen, from New York for Indianoja.

28th—A. Galveston (and proceeded 28th).
NEW GLEASE, Nor 25—Arrived, ships Ella 8 Thayer, Glimore, Liverpoot: Alexander, Hatchins, Havana; brig Alma (Nor), Fredricksen, Para. Below, barks Maria Anger (Fr), Duran, from Havana; P Bredesdorf (Nor), Terkelsen, from Havre, Ellen, Law, Grand Cayman. Scormwart Pass, Nov 25—Arrived, brig Amable Antonio (Sp.), Cespedes, flavana.
Also arrived, bark Leamington, Orkney, Liverpool (and salied for Galveston.
Salied—Ship Exponder.

(Sp), Cespedes, Havana.

Also arrived, bark Leamington, Orkney, Liverbool (and sailed or Galveston).

Sailed—Ship Exponder.

New York, Nov 26. PM—Arrived, schrs Ann Grammer, Rerfolk; Ellas Moore, Moore, DeGroot, Baltimore for Providence.

Sailed—Schrs, Kelly, do for Tiverton; Lottie Ames, Sailed—Schrs, Kelly, do for Tiverton; Lottie Ames, Greeley, Wildsor, NS, for Elchmond; John McAdams, Montgomery, Boston for Savannah; Mary Natt, Parker, Providence for Sailed, schrs Chancellor, Perguson, and Gouca M. Ward, for New York; Wm Whitehous, Trus, Philadelphia; Nellio Rich, Rich, Welfleet for Tanger. Mary Steele, Higgins, Provincetown for Virgina, New Zealand, Huskell, Gardiner for New York; Lookout, Worden, Lubec for do; Geo Gilman, Gardner, Windon, NS, for do; C P Garfield, Armstrong, Hillsboro, for do; Sargent S Bay, McFarland, Belfast for Newark; Joseph P Ross, Paull, Taunton for New York; Gen Scott, Hobbs, Fall River for do; Marietta Sailth, Preston, Gloucester for do; John McAdams, Montgomery, Boston for Savannan; sloop Azent, Hart, Dighton, for New York.

Also sailed, schrs Georgia, Coffin, from Windsor, NS, for New York; Maud Malloch, Norwood, Calais for do; Koret, Bennett, Gardiner for do; Katie Mitchell, Perey, Bath for do; Geo Gilm, from Windsor, NS, for New York; Maud Malloch, Norwood, Calais for do; Veranda, Pond, and Hydrangea, Baldwin, Frovidence for do; Brandywine, Fengar, Somerset for do; Amos Failenburg, Rackett, and David G Floyd, Clifford, Philadelphia; vacht Mist, Boston for New York.

Also sailed, schrs Mediator, Davis, Fall River for New York, New York Sett, Sett, Port Johnson for Go; Olivo Avery, Gott, New York for Dennisport (and all sailed AM: Sch).

28th, AM—Arrived, schrs Marry Lee, Mayo, New York for Dennisport; LA Burdham, Norwood, Calais for New York for Dennisport; LA Burdham, Norwood, Calais for New York.

28th).

28th, AM—Arrived, schrs Marry Lee, Mayo, New York for Dennisport; L A Burdham, Norwood, Calais for New York: Oilyte, Warren, Bangor for do; American Eagle, Brown, New York for Boston; George A Hayden, Green, New Beoford for New York and all salied this AM).

PM—Arrived, schr J C Cottingham, Ayres, Philadelphia for Ralem. PM-Arrived, Scar v Convell, Philadelphia for phia for Salem.
Sailed-Schrs Ann S Brown, Crowell, Philadelphia for Boston (not previous); Harvest, Corwin, New York.
In port schrs Sarah E Snow, Grey, from Rockland for Westport; R S Newcomb, Higgins, Wellfieet for Virginia, and those diag-all others have sailed.
NEW HAVEN, Nov 23-Arrived, brig George, Brown, NEW HAVEN, Nov 23-Arrived, brig George, Brown, Westport; R S Sewcomb, Higgins, Wellifeet for Virginia, and those diag-all others have sailed.

NEW HAVEN, Nov 28—Arrived, brig George, Brown, Turks Island; schre E M Duffield, Raynor, Trenton; Ell-wood Doran, Jarvis, Georgetown, DC.

29th—Arrived, brig George, Willard, St Croix; schrs Davidson, Barker, New York; Rose Caulkin, Hart, do; Vermilion, Wells, Hoboken: S W Bunnell, Bunnell, Georgetown; Oarland, Linstev, Jersey City; Ellen Louisa, Bishop, New York; Rose Caulkin, Hart, do; Oran, Jarvis, Alexandria.

Sailed—Schrs Daniel Mortis, Hughson, and Pearl, Hanson, Schrs, Marchinel Mortis, Hughson, and Pearl, Hanson, Bristol, Lady Cartier (Br.) Jenkins, do; bark Annie Williams (Br.) Skinner, do; schrs Edith L Steere, Hughes, Kingston, Ja; Fred Smith, Smith, do.

24th—Arrived, ship Chimborazo (Br.), Kay, Shields; hark Western Ocean (Br.), Riddle, Orimsby, E; brig Wenonah, Russell Hayana; schrs Josephine, Giles, do; George Bush (Br.), Bush, Jamaica; Wenonah, Ryan, Key West.

Sailed—Schrs Marcus Hunter, Henley, Hayana; Eliza Anderson, Clark, Indianola; E H Clark, Laurence do.

25th—Arrived, ship Maiabar (Fr.), Caloirt, Marseilles; bark Sunbeam (Br.), Jenzon, Liverpool; schrs Ancona (Br.), Munson, Montego Bay, Ja; Martha, M Heath, Nichols, Kingston, Ja.

Sailed—Schrs Palma, McDougal, Havana; Ajax, Sanders, Indianola.

Nichols, Kingston, Ja.
Sailed-Schrs Palma, McDougal, Havana; Ajax, Sannders, Indianola.
PORT ROYAL, SC, Nov 25-In port brig R B Gove, Harkness, for Havana, ready.
PROVDENCE, Nov 27-Arrived, schrs B C Terry, Birdsall, Georgetown, DC; Mary E Smith, Green, do; C C Lane, Lane, Baltimors; L Q C Wishart, Mason, Philadel phia: E A Scribner, Smith, do; Eva Diverty, Hand, Elizabethport; H B Diverty, Nickerson, South Amboy; Margaret, Clark, Port Johnson; James M Freeman, Eldridge, New York; R A Forsyth, Hobbie, do.
Sailed—Schrs Carrie Heyer, Poland, Savannah; J Albert Smith, Patterson, Virginia; J Glark, Northrup, Philadelphia; Laura, Roberts, New York; Anthony Burton, Johnson, do; Minquas, Heaney, do.
28th—Arrived, steamer W P Clyde, Livingstone, Philadelphia; schrs Louisa Birdsall, Birdsall, Georgetown, DC; Mattie E Taber, Aldrich; Sailie W Kay, Doughty, and Ocean Wave, Fisher, Philadelphia; James Diverty, Carroll, Trenton via Fall River; War Steed, Phinney, Carroll, Trenton via Fall River; War Steed, Phinney, Carroll, Trenton via Fall River; War Steed, Phinney, Elizabethport; Wm F Burden, Adams, Rondont; Kaie & Mary, Cogswell, do for Pawtucket; Florence, Sackett, Haverstraw; Nicholas Mehrhoff, Hehrhoff, Hakensack; Restless, Haskeil, Hobosen; Wm O Irlsh, Terrill, Weehawken; Palladium, Ryder, New York; B G Whilden, Nichols, and Kate Scranton, Paimer, New York; sloops: Emperor, Dewick, New York; Emily, Dew ck, do.
PAWTUCKET, Nov 28-Sailed, schrs Glenwood, Dickinson, Philadelphia.
RICHMOND, Nov 27-Arrived, steamship Wyanoke, PAWTUCKET, Nov 28—Sailed, schrs Glenwood, Dickinson, Philadelphia.
RICHMOND, Nov 27—Arrived, steamship Wyanoke, Couch, New York.
SAN PRANCISCO, Nov 21—Arrived, ship Irwell (Br), McDonald, Newcastle, NSW: Cape Clear (Br), Landsbrough, Sydney; barks Admiral Pitzroy (Br), Prance, Buenos Ayres; W C Parke (Haw), Rivers, Nanalino, Cleared—Sbips Jamestown, Call. Liverpool; Ellen Gondy (Br), Perry, Queenstown; barks Nouvean St Michel (Fr), Lames, Fortland: Gustawe (Fr), Buere, Guaymas.
28th—Arrived, ship Prima Donna, Lunt, New York.
SAVANAH, Nov 25—Arrived, bark Carlboo (Br), 28th—Cleared, brig W H Bickmore, Bickmore, Farmouth, Me.
28th—Arrived, steamship Leo, Dearborn, New York.
SOMERSET, Nov 27—Arrived, bark Veterau, Catheart, New York.

New York, STONINGTON, Nov 26—Arrived, schr B A Chesebro, Robertson, Albany, 37th—Sailed, schrs Georgia B McFarland, McParland, New York, Niantic, and John Lozier, do for Taunton. MISCELLANEOUS,

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